Appendix E.

2005 Supplemental Notice of Preparation/ Initial Study/Notice of Intent

US Army Corps of Engineers®

SPECIAL PUBLIC NOTICE

Supplemental Notice of Intent to Prepare a Joint Supplemental Environmental Impact Statement/Supplemental Environmental Impact Report for the Port of Los Angeles Channel Deepening Project for Navigation Improvement Additional Disposal Capacity; Los Angeles County, CA And Transmittal of Supplemental Notice of Preparation (SNOP)

LOS ANGELES DISTRICT

Supplemental Notice of Intent/Supplemental Notice of Preparation

The U.S. Army Corps of Engineers (USACE) is currently constructing the Port of Los Angeles Channel Deepening Project. The Channel Deepening Project was designed to improve the efficient use of Los Angeles Harbor by deepening the Inner Harbor Channels to accommodate the most modern vessels in the commercial container fleet. The project also provides for the beneficial use of the dredge material for environmental enhancement and to create landfills for possible future port development. A Supplemental Environmental Impact Statement/Supplemental Environmental Impact Report (USACE and POLA 2000) was prepared to assess project impacts to the environment from the Channel Deepening Project. The authorized project consists of dredging the Main Channel, East Basin and West Basin Channels, turning basins, and various berthing areas to a project depth of –53 ft MLLW to improve navigation and disposing of dredged materials in areas designated by the Port of Los Angeles (Port). The Water Resources Development Act of 2000 authorized the Port of Los Angeles Channel Deepening Project.

Disposal sites developed for the Channel Deepening Project have proven to be inadequate to provide disposal capacity for all sediments that must be removed to complete the Channel Deepening Project. Both the USACE and the Port independently determined under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), respectively, that there are potential significant environmental impacts associated with disposal of remaining sediments, and a Supplemental Environmental Impact Statement (SEIS) and Supplemental Environmental Impact Report (SEIR) are required.

The Port of Los Angeles transmitted a Notice of Preparation (NOP) and the U.S. Army Corps of Engineers (USACE) published in the Federal Register dated November 4, 2004 a Notice of Intent (NOI)

to initiate preparation of a Supplemental Environmental Impact Statement/Supplemental Environmental Impact Report (SEIS/SEIR) for additional disposal capacity needed to complete the Port of Los Angeles Channel Deepening Project, Los Angeles Harbor, Los Angeles, California. Subsequent to the publishing of the NOI and transmitting the NOP, several changes and additional considerations led to the publication of this Supplemental Notice of Intent/Supplemental Notice of Preparation (SNOI/SNOP). The major changes and considerations include the designation of beneficial reuse of dredged material within the Port of Los Angeles as a project purpose, and consideration of reasonably foreseeable uses of disposal sites. This public notice also serves as the Notice of Intent to issue any Regulatory and other permits as may be required to implement the proposed project. The SEIS/SEIR will consider the potential impacts of the reasonably foreseeable use of proposed disposal sites for future port development. The assessment will entail the use of generalized assumptions in lieu of project-specific conditions that are not available at this time nor within the scope of the Channel Deepening Project. It is emphasized that a Record of Decision (ROD) approving this SEIS/SEIR or approval of any landfill disposal option will not authorize any future development at landfill disposal sites. Future State and Federal environmental documents and permits may be required prior to any development of land created as a result of this project.

The USACE began construction in October 2002 and is currently using disposal areas previously approved as part of the Channel Deepening Project. The Channel Deepening Project will improve the efficient use of Los Angeles Harbor by deepening the Inner Harbor Channels to accommodate the most modern vessels in the commercial container fleet. The current project also includes approved disposal areas that allow for the beneficial use of dredge material for environmental enhancement and potential port development. It has been determined that for reasons related to construction of the currently approved disposal facilities, project and contract modifications, and dredging and disposal operations, additional disposal capacity of approximately 4 million cubic yards (mcy) is needed to complete the Channel Deepening Project. Details regarding the genesis of the volume of material will be provided in the SEIS/SEIR. Disposal options identified to date that will be analyzed in the SEIS/SEIR include creation of new land that could be used for future port development, several environmental enhancement options, removal and capping of contaminated sediments at the Consolidated Slip, disposal at the existing Pier 400 Submerged Material Storage Site, and ocean disposal. Other options resulting from public and agency participation and resulting from further analyses will also be considered in the preparation and documentation of the SEIS/SEIR.

The proposed action to modify the Port of Los Angeles Channel Deepening Project may result in significant impacts to environmental resources. Therefore, in accordance with the National Environmental Policy Act (NEPA), the USACE is preparing this SEIS as part of the decision making process. The USACE has prepared and published an SNOI to prepare an SEIS in the Federal Register for the proposed project. The SEIS would be prepared in compliance with NEPA, Section 404, Clean Water Act, and all applicable environmental regulations and Executive Orders. This public notice also serves as the Notice of Intent to issue required permits to implement the proposed action.

Pursuant to the California Environmental Quality Act (CEQA), the Port will serve as Lead Agency for the preparation of an SEIR for its consideration of development approvals within its jurisdiction. The Port prepared an Supplemental NOP for the SEIR determination, in accordance with current City of Los Angeles Guidelines for the Implementation of the California Environmental Quality Act (CEQA) of 1970, (Article I); the State CEQA Guideline, (Title 14, California Code of Regulations); and the California Public Resources Code Section 21000, et seq.).

The SNOP and Environmental Checklist are attached to this Public Notice for public review and comment. Public comments should be received by November 21, 2005.

The USACE and the Port have agreed to jointly prepare a Draft SEIS/SEIR in order to optimize efficiency and avoid duplication. The Draft SEIS/SEIR is intended to be sufficient in scope to address both the Federal and the state and local requirements and environmental issues concerning the proposed activities and permit approvals.

Interested parties are invited to provide their views on the scope of the Draft SEIS/SEIR, which will become a part of the record and will be considered in the development of the SEIS/SEIR. A scoping meeting was held on November 30, 2004, at 6:00 p.m. during the comment period of the NOI/NOP released in November 2004. No additional scoping meeting will be held. All comments received during the first comment period will be incorporated into the SEIS/SEIR along with comments received during the comment period for this SNOI/NOP. Written comments to the USACE and Port will be received until November 21, 2005. Written comments should be addressed to:

Commander, U.S. Army Corps of Engineers, Los Angeles District
c/o Joy Jaiswal/Dr. Ralph Appy
ATTN: CESPL-PD-RN
P.O. Box 532711
Los Angeles, California 90053-2325

Contacts: Army Corps of Engineers: Joy Jaiswal (213) 452-3851;
Port of Los Angeles: Dr. Ralph Appy (310) 732-3497.

Supplementary Information:

Authorization: The Port of Los Angeles Channel Deepening Project was authorized for construction by the Water Resources Development Act of 2000. Construction began in October 2002 and is currently continuing using previously approved disposal areas.

Background: The City of Los Angeles Harbor Department (LAHD) administers the Port of Los Angeles. The Port comprises 45 kilometers of waterfront and 3,035 hectares (7,500 acres) of land and water. LAHD administers automobile, container, omni, lumber, cruise ship, liquid and dry bulk terminals, and commercial fishing facilities. For recreational activities the Port of Los Angeles provides slips for 5,000 pleasure craft, sport fishing boats, and charter vessels. Community facilities include a water front youth center, a boat launch ramp, and a public swimming beach. Educational facilities include the Cabrillo Marine Aquarium and the Los Angeles Maritime Museum.

The SEIS/SEIR will assess environmental impacts associated with providing additional disposal capacity of approximately 4 million cubic yards (mcy) required to complete the previously approved Channel Deepening Project, including project and contract modifications. Additional disposal capacity is required to complete the deepening of the navigation channel and berthing areas to –53 feet Mean Lower Low Water (MLLW) at container terminals along the deepened channel and the removal of dredge material that was temporarily used as surcharge at the Southwest Slip. This project meets a public need for safe and efficient commercial navigation.

Project Purpose and Need: The purpose of the proposed action is to:

- Provide additional dredged material disposal capacity of approximately 4 mcy to complete the Channel Deepening Project, as a result of material generated from project and contract modifications; and
- Maximize beneficial use of dredged material by constructing additional lands for eventual terminal use and to provide environmental enhancements at various locations in the Port of Los Angeles.

The need for the proposed project is because disposal sites developed for the Channel Deepening Project and project and contract modifications are inadequate to provide disposal capacity for all of the dredged material that requires removal. Preserving the use of dredged materials to construct additional terminal capacity in the future at various locations would be considered to be a beneficial use of dredged materials and another purpose for the project.

Project Site: The project site is located at the southern end of the City of Los Angeles and includes portions of the Los Angeles Inner and Outer Harbors, San Pedro Bay.

Proposed Action: Proposed disposal options and additional work being considered for completion of the previously approved Channel Deepening Project as modified include: 1) adding up to 40 acres of land adjacent to the existing Pier 300 expansion site; 2) creating approximately 20 acres of eelgrass habitat in Seaplane Lagoon or Seaplane Anchorage; 3) expanding of the Cabrillo Shallow Water Habitat by approximately 35 acres; 4) creating of up to 15-acres of land within or adjacent to the existing Cabrillo Shallow Water Habitat for use as a migratory bird nesting area; 5) using dredge material to cap contaminated sediments within the Consolidated Slip (approximately 20 acres and may include removal of some contaminated sediments prior to capping); 6) disposing dredged material in the Pier 400 Submerged Material Storage Site (approximately 120 acres) thereby reducing the water depth from -15 feet MLLW up to -10 feet MLLW; 7) filling two existing slips (approximately 8 acres) at Berths 243-245 by creating a confined disposal facility for contaminated material; 8) filling up to 5 acres of the North West Slip located in the West Basin between Berths 129-136; and/or 9) ocean disposal at LA-2 or LA-3. Prior to implementing option 5 above, the USACE and Port would need to coordinate with and receive approval from the U.S. Environmental Protection Agency (EPA). If EPA approval is not granted or received in the time necessary, the remaining material will be disposed of at LA-2 or LA-3 or any other options identified above. Prior to dredging and disposal of any contaminated sediments, a Contaminated Sediment Management Plan will be prepared to address disposal site design and contaminated sediment management requirements. The Contaminated Sediment Management Plan would be coordinated with EPA and other appropriate agencies. Dredging in areas containing contaminated materials would not occur until consultation is completed.

This SEIS/SEIR will assess potential impacts from reasonably foreseeable uses of the proposed landfills for consideration in selecting the project for additional disposal capacity to complete the Channel Deepening Project. The assessment will entail the use of generalized assumptions in lieu of project-specific conditions that are not available at this time nor within the scope of the Channel Deepening Project. It is emphasized that a ROD approving this SEIS/SEIR or approval of any landfill disposal option discussed in it will not authorize any future development at landfill disposal sites. Future State and Federal environmental documents and permits may be required prior to any development of land created as a result of this project.

Issues: There are several potential environmental issues that will be addressed in the SEIS/SEIR. Additional issues may be identified during this additional scoping process. Issues initially identified as potentially significant include:

a. Geological issues, including dredging and stabilization of fill areas in an area of known seismic activity;
b. Impacts to hydrology;
c. Impacts to biological resources;
d. Impacts to air quality;
e. Impacts to traffic, including marine navigation and ground transportation;
f. Noise impacts;
g. Impacts to recreational resources;
h. Impacts to aesthetic resources, including light and glare;
i. Impacts to land use; and
j. Cumulative impacts
k. Socioeconomic impacts (environmental justice)

Alternatives: Five alternatives including the "no action plan" are currently being considered. Each of the four design alternatives consists of a combination of separate disposal sites and a range of Port development purposes for the dredged materials that still require disposal. The proposed plan, viable project alternatives, and the "no action" plan will be carried forward for detailed analysis pursuant to the National Environmental Policy Act (NEPA) of 1969 (42 U.S.C. 4321, as amended), the California Environmental Quality Act (CEQA) of 1970 (Public Resources Code, Sections 21000-21177), and applicable environmental laws and regulations. Incorporated within each of the four design alternatives below are the following: 1) prior to placement of material in the Consolidated Slip, the USACE and Port would need to coordinate with and receive approval from the EPA. If EPA approval is not granted or received in the time necessary, the remaining material will be disposed of at LA-2 or LA-3 or any other options identified above; and 2) prior to placing material at Berth 243-245, the USACE and Port would need to consult with the EPA, and dredging in areas containing contaminated materials would not occur until consultation is completed.

Alternatives initially being considered for the proposed project include the following:

(1) Alternative 1 – Port Development: Disposal at Pier 300 Expansion (40 acres), Berths 243-245 (8 acres), Consolidated Slip Cap (20 acres), North West Slip (5 acres), Eelgrass Restoration (20 acres), Cabrillo Shallow Water Habitat Expansion (35 acres), Ocean Disposal at LA-2 or LA-3 (remaining material).

(2) Alternative 2 – Limited Port Development: Disposal at Pier 300 Expansion (28 acres), Berths 243-245 (8 acres), Consolidated Slip Cap (20 acres), North West Slip (5 acres), Eelgrass Restoration (20 acres), Cabrillo Shallow Water Habitat Expansion (35 acres), Cabrillo Shallow Water Habitat Island (15 acres), Ocean Disposal at LA-2 or LA-3 (remaining material).

(3) Alternative 3 – Minimal Port Development: Disposal at Berth 243-245 (8 acres), Consolidated Slip Cap (20 acres), Cabrillo Shallow Water Habitat Expansion (35 acres), Cabrillo Shallow Water Habitat Island (15 acres), Pier 400 Submerged Material Storage Site (120 acres raised from –15' to –10' MLLW), Ocean Disposal at LA-2 or LA-3 (remaining material).

(4) Alternative 4 – Ocean Disposal/Minimal Port Development: Disposal at Berths 243-245 (8 acres), Consolidated Slip Cap (20 acres), Cabrillo Shallow Water Habitat Expansion (35 acres) and/or Cabrillo Shallow Water Habitat Island (15 acres), Ocean Disposal at LA-2 or LA-3 (remaining material)

(5) Alternative 5 – No Action: Complete the current project to the extent possible utilizing the disposal capacity and sites previously authorized.

Availability of the Draft EIS/EIR

The joint lead agencies expect the Draft SEIS/SEIR will be available to the public in 2006. A public hearing will be held during the public comment period for the Draft SEIS/SEIR.

Environmental Checklist and Impact Analysis

1 Project Title	Port of Los Angeles Channel Deepening Project for Navigation Improvement Additional Disposal Capacity; Los Angeles, CA
2 Lead Agency Name and Address	Los Angeles Harbor Department Environmental Management Division 425 S. Palos Verdes Street Post Office Box 151 San Pedro, CA 90733-0151
3 Contact Person and Phone Number	Ralph G. Appy, Ph.D., Director of Environmental Management c/o Kathryn Curtis 310-732-3681
4 Project Location	Los Angeles Harbor, San Pedro Bay, CA
5 Project Sponsor's Name and Address	Los Angeles Harbor Department 425 S. Palos Verdes Street Post Office Box 151 San Pedro, CA 90733-0151
6 General Plan Designation	
7 Zoning	[Q]M3 Industrial
8 Description of Project	The SEIS/SEIR will assess environmental impacts associated with providing additional disposal capacity of approximately 4 million cubic yards required to complete the previously approved Channel Deepening Project, including project and contract modifications. Additional disposal capacity is required to complete the deepening of the navigation channel and berthing areas to –53 feet Mean Lower Low Water (MLLW) at container terminals along the deepened channel and the removal of dredge material that was temporarily used as surcharge at the Southwest Slip. Disposal options include creation of new land at three locations, several environmental enhancement options, removal and capping of contaminated sediments at Consolidated Slip, disposal at the Pier 400 Submerged Material Storage Site, and ocean disposal. A Record of Decision (ROD) approving the SEIS/SEIR or approval of any landfill disposal option will not authorize any future development at landfill disposal sites. Future State and Federal environmental documents will be required prior to any development of land created as a result of this project. However, the SEIS/SEIR will assess potential impacts from reasonably foreseeable uses of the proposed landfills. This assessment will entail the use of generalized assumptions in lieu of project-specific conditions that are not available at this time nor within the scope of the Channel Deepening Project.

9	**Surrounding Land Uses and Setting**	Various industrial and commercial uses within the Port.
10	**Other Public Agencies whose Approval Is Required**	U. S. Army Corps of Engineers U. S. Environmental Protection Agency California Coastal Commission California Regional Water Quality Control Board South Coast Air Quality Management District

Environmental Factors Potentially Affected:

The environmental factors checked below would potentially be affected by this project (i.e., the project would involve at least one impact that is a "Potentially Significant Impact"), as indicated by the checklist on the following pages.

[X] Aesthetics	[ ] Agricultural Resources	[X] Air Quality
[X] Biological Resources	[ ] Cultural Resources	[X] Geology/Soils
[ ] Hazards and Hazardous Materials	[X] Hydrology/Water Quality	[X] Land Use/Planning
[ ] Mineral Resources	[X] Noise	[ ] Population/Housing
[ ] Public Services	[X] Recreation	[X] Transportation/Traffic
[ ] Utilities/Service Systems	[X] Mandatory Findings of Significance	

Determination:

On the basis of this initial evaluation:

[ ] I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

[ ] I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

[ ] I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

[X] I find that the proposed project MAY have an impact on the environment that is "potentially significant" or "potentially significant unless mitigated" but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and (2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. A SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

[ ] I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the project, nothing further is required.

Signature	Date
Ralph G. Appy, Ph.D.	Port of Los Angeles
Printed Name	For

Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained if it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR)**{** TC "Environmental Impact Report (EIR)" \f A \l "1" **}** is required.

4. "Negative Declaration: Less than Significant with Mitigation Incorporated" applies when the incorporation of mitigation measures has reduced an effect from a "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less-than-significant level. (Mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced.)

5. Earlier analyses may be used if, pursuant to tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration [Section 15063(c)(3)(D)]. In this case, a brief discussion should identify the following:

   (a) Earlier Analysis Used. Identify and state where earlier analyses are available for review.

   (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   (c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, when appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to the environmental effects of a project in whatever format is selected.

9. The explanation of each issue should identify:

   (a) The significance criteria or threshold, if any, used to evaluate each question

   (b) The mitigation measure identified, if any, to reduce the impact to a less-than-significant level

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I.	**AESTHETICS.** Would the project:				
a.	Have a substantial adverse effect on a scenic vista?			X	
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?			X	
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	X			
d.	Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	X			

Discussion:

a. Would the project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. The Port of Los Angeles is located along the southern edge of the City of Los Angeles, where the topography varies from relatively flat areas with low hills near sea level to steeper topography to the west. In the local area, four scenic vistas/public view sites are recognized and designated by the City of Los Angeles: Lookout Point, the Korean Bell Monument, the Osgood-Farley Battery site, and White Point Reservation. All of these view sites are located in San Pedro to the southwest. Berth dredging and the dredged material disposal option at the Cabrillo Shallow Water Habitat would be visible from at least one of these scenic vistas. Berth dredging activities are common in the harbor and appear similar to routine vessel and barge activity, resulting in a less than significant impact. This issue will be addressed in the SEIS/SEIR.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact. The proposed project activities would not have the potential to damage scenic resources because none of the activities would be located near an eligible or designated state scenic highway. The California Department of Transportation (Caltrans) is responsible for the official nomination and designation of eligible scenic highways. The closest officially designated state scenic highway is approximately 33 miles north of Los Angeles Harbor (State Highway 2, from approximately 3 miles north of Interstate 210 in La Cañada to the San Bernardino County Line) (California Department of Transportation,

2004). The closest eligible state scenic highway is approximately 9 miles northeast of the projects (State Highway 1, from State Highway 19 near Long Beach to Interstate 5 south of San Juan Capistrano) (California Department of Transportation, 2004). Project activities and likely future operations at landfill sites would not affect the quality of the scenic vista from these distances.

The City of Los Angeles has city-designated scenic highways that are considered for local planning and development decisions. These include several streets in San Pedro that are in the vicinity of the harbor area: 1) 25th Street, from the City of Rancho Palos Verdes boundary east to Western Avenue, 2) Western Avenue, from 25th Street south to Paseo del Mar, 3) Paseo del Mar, from Western Avenue east to Pacific Avenue, 4) Harbor Boulevard, from Crescent Avenue north to Vincent Thomas Bridge, and 5) Front Street (Harbor Boulevard), from the Vincent Thomas Bridge to Pacific Avenue (City of Los Angeles, 1999).

Creation of new land for a bird-nesting island in the Cabrillo Shallow Water Habitat would be visible along certain portions of roadways 4 and 5. However, this new land area would consist of natural features, not industrial development, so the visual impact is not considered to be significant. This issue will be addressed in the SEIS/SEIR.

c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Potentially Significant Impact. Creation of new land in the Cabrillo Shallow Water Habitat would potentially affect the current view of the ocean and possibly of the historical breakwater. Most of the land in the Port area is dedicated to industrial uses, where the primary visual characteristic consists of warehouses, commercial buildings, cargo terminals with large cranes and stacked cargo containers, berthed ships, dry bulk storage, and storage tanks and structures. While reasonably foreseeable uses of landfill sites would be consistent in nature to existing land uses in the area this issue is of concern to some commenters. This issue will be addressed in the SEIS/SEIR.

d. Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

Potentially Significant Impact. Reasonably foreseeable uses on new land in various locations within the Port would contribute to light sources within the project area. Extra lighting required for these terminal operations could have potentially significant effects on day or nighttime views in the area. This issue will be addressed on a program level in the SEIS/SEIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II.	**AGRICULTURAL RESOURCES.** In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation. Would the project:				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland),**{** TC "Farmland of Statewide Importance (Farmland)" \f A \l "1" **}** as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?				X
b.	Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?				X
c.	Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to nonagricultural use?				X

Discussion:

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?

No Impact. The California Department of Conservation Farmland Mapping and Monitoring Program identify categories of agricultural resources that are significant and therefore require special consideration. The Port is not located in an area designated as Prime or Unique Farmland, or Farmland of Statewide Importance (California Department of Conservation 1999**{** TC "California Department of Conservation 1999" \f C \l "1" **}**). No farmland or row crops currently exist in the vicinity of the proposed berth dredging and additional disposal activities, and, therefore, none would be converted to accommodate the proposed project. No impacts would occur. This issue will not be addressed in the SEIS/SEIR.

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The project area is not zoned for agricultural use but for heavy industrial use ([Q] M3) (City of Los Angeles, 2001b). No agricultural resources or operations exist within the project limits or adjacent areas, and no Williamson Act contracts apply to the area. Therefore, this issue will not be addressed in the SEIS/SEIR.

c. Would the project involve other changes in the existing environment that, due to their location or nature, could individually or cumulatively result in loss of Farmland to nonagricultural use?

No Impact. The proposed project would not disrupt or damage the operation or productivity of any areas designated as Farmland. As discussed above, no farmland is located within the project area that could be affected by the project. This issue will not be addressed in the SEIS/SEIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III.	**AIR QUALITY.** When available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a.	Conflict with or obstruct implementation of the applicable air quality plan?			X	
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	X			
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	X			
d.	Expose sensitive receptors to substantial pollutant concentrations?	X			
e.	Create objectionable odors affecting a substantial number of people?			X	

Discussion:

a. Would the project conflict with or obstruct implementation of the applicable air quality plans?

Less Than Significant Impact. The project could result in a short-term increase in air emissions during berth dredging and additional disposal activities. A net increase in emissions would be considered significant if the emissions have not been accounted for in the current Air Quality Management Plan (which is incorporated into the State Implementation Plan) prepared by the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SGAG). Emissions are accounted for if population and/or employment growth does not exceed growth estimates included in the Air Quality Management Plan. The proposed project and reasonably foreseeable use of landfills are not expected to significantly increase the population or employment in the city beyond that identified in the 2000 Channel Deepening SEIS/SEIR. The requirement contained in the 2000 SEIS/SEIR that a minimum of 75% of the work (by dredge volume) be performed by electric dredge will continue to be implemented for the proposed additional work. The 2000

SEIS/SEIR included a conformity analysis pursuant to 40 CFR 93.158(a)(1), and the project was determined to conform to the SIP. Additionally, the project does not involve the construction of housing, which would lead to population growth. The potential need for a new Conformity Determination will be addressed in the SEIS/SEIR.

b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact. Additional berth dredging (approximately 700,000 cubic yards) and construction of dikes to contain dredged material at the various disposal sites would result in fugitive dust and combustion emissions. While this type of activity was previously identified as a significant effect, new mitigation measures may be available. This issue will be addressed in the SEIS/SEIR.

Reasonably foreseeable uses on new landfills could increase air emissions over current conditions due to increased vessel calls and operations on the terminals. The potential impacts associated with these emissions will be assessed on a program level in the SEIS/SEIR.

c. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?

Potentially Significant Impact. The proposed project and reasonably foreseeable use of landfills could contribute to a cumulatively considerable net increase in air pollutants. The project would result in a short-term increase in air emissions from construction vehicles and equipment used during berth dredging and additional disposal activities. This was previously identified as a significant effect and mitigated. Conventional best management practices would be used to reduce emissions during the construction phase. This issue will be addressed in the SEIS/SEIR.

Reasonably foreseeable uses on new landfills could increase air emissions over current conditions due to increased vessel calls and operations on the terminals. The potential impacts associated with these emissions will be assessed on a program level in the SEIS/SEIR.

d. Would the project expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Berth dredging and additional disposal activities could affect nearby receptors via dust and exhaust emissions. These impacts are considered to be less than significant due to the distance between the proposed fill sites and any identified sensitive receptors. Compliance with SCAQMD rules and regulations, including implementation of recommended control measures, would be required during construction. This issue will be addressed in the SEIS/SEIR.

Reasonably foreseeable uses of the landfills could increase exposure of sensitive receptors to emissions from increased vessel and truck traffic and terminal operations. The potential impacts associated with these emissions will be assessed at a program level in the SEIS/SEIR.

e. Would the project create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. The project location is in a heavily industrialized area of the Port of Los Angeles. Berth dredging, additional disposal activities, and likely future landfill uses are not expected to generate objectionable odors affecting a substantial number of people. Short-term objectionable odors could occur with the use of diesel-powered heavy equipment; however, any odors would be considered negligible based on the findings of the previous SEIS/SEIR. This issue will not be addressed in the SEIS/SEIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV.	**BIOLOGICAL RESOURCES**. Would the project:				
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	X			
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	X			
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?	X			
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	X			
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f.	Conflict with the provisions of an adopted habitat conservation plan; natural community conservation plan; or other approved local, regional, or state habitat conservation plan?			X	

Discussion:

a. Would the project have a substantial adverse impact, either directly or through habitat modifications on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?

Potentially Significant Impact. The California brown pelican and the California least tern, both of which are on state and federal endangered species lists, are found in the harbor area, as are peregrine falcons which are identified on the state endangered species list. There is a designated least tern nesting site on Pier 400, and the least tern forages in shallow water areas of the Port, including the Pier 300 and Cabrillo Shallow Water Habitat areas (Keane, 2004). In addition, Elegant and Caspian terns, species protected by the Migratory Bird Treaty Act, have nested in the harbor area in the last few years. The foraging of the least tern and other species could be affected by berth dredging and additional disposal activities during the April to September nesting season, in shallow water areas where foraging preferentially occurs. Removal of contaminated sediments at Consolidated Slip may temporarily increase concentrations of contaminants in the water column. Mitigation measures for dredging of contaminated sediments will be implemented to reduce or eliminate the impact from siltation. In addition, Consolidated Slip is not a likely foraging area for least terns, nor Elegant or Caspian terns. Therefore, this activity is expected to have a less than significant impact. This will be addressed in the SEIS/SEIR. Reasonably foreseeable uses of landfills are expected to have less than significant impacts to candidate, sensitive, or special-status species. Construction of disposal sites in the Pier 300 and Cabrillo Shallow Water Habitat would result in a permanent loss of shallow water, which is preferentially used as a tern feeding area. This shallow water would be replaced in accordance with measures set forth in the Channel Deepening Project. This potentially significant impacts will be addressed in the SEIS/SEIR.

b. Would the project have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?

Potentially Significant Impact. Los Angeles Harbor supports populations of marine invertebrates, fish and birds. Filling in various locations of the harbor would result in loss of soft bottom shallow water habitat that is habitat for benthic invertebrates, provides a nursery area for a number of fish species, contains eelgrass, and is used by the California least tern for foraging. Loss of shallow water habitat would be significant and would be mitigated through creation of additional shallow water habitat area and/or through use of existing mitigation banks and in accordance with measures set forth in the Channel Deepening EIS/EIR. Loss of eelgrass would also require mitigation by creation of an eelgrass restoration area in the harbor.

In accordance with the 1996 amendments to the Magnuson-Stevens Fishery Management and Conservation Act, an assessment of Essential Fish Habitat (EFH) was conducted for the proposed Channel Deepening Project and was included in the 2000 SEIS/SEIR. The project is located within an area designated as EFH for two Fishery Management Plans (FMPs): Coastal Pelagics Plan and Pacific Groundfish Management Plan. Several of the species managed under these plans are known to occur in the harbor and could be impacted by the proposed berth dredging and additional disposal activities. These issues will be addressed in the SEIS/SEIR.

c. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marshes, vernal pools, coastal wetlands, etc.), through direct removal, filling, hydrological interruption, or other means?

Potentially Significant Impact. As discussed above, potentially significant impacts associated with loss of eelgrass will be addressed in the SEIS/SEIR.

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?

Potentially Significant Impact. As discussed above, potentially significant impacts associated with loss of shallow water habitat and eelgrass will be addressed in the SEIS/SEIR. Eelgrass beds are considered to be very valuable nursery sites for many species of invertbrates and fish species. This issue will be addressed in the SEIS/SEIR.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact. Other than as discussed below, the proposed project amendments would not conflict with any known biological policies or ordinances.

f. Would the project conflict with the provisions of an adopted habitat conservation plan; natural communities conservation plan; or any other approved local, regional, or state habitat conservation plan?

Less Than Significant Impact. The Port area is not included as part of an adopted Habitat Conservation Plan (HCP) or Natural Communities Conservation Plan (NCCP).

The California Least Tern site is identified as Significant Ecological Area (SEA) in the General Plan for the County (County of Los Angeles, 1992) and the City of Los Angeles (City of Los Angeles, 2001a). The 15-acre nesting site is protected during the annual least tern nesting season from April to September, through an agreement with the U. S. Fish and Wildlife Service, U. S. Army Corps of Engineers, and the California Department of Fish and

Game. The nesting site will not be affected by the proposed project. Construction of a dredge material disposal site in the Cabrillo Shallow Water Habitat would provide an additional site for least tern nesting. This issue will be discussed in the SEIS/SEIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V.	**CULTURAL RESOURCES**. Would the project:				
a.	Cause a substantial adverse change in the significance of a historical resource as defined in California Environmental Quality Act (CEQA) Section 15064.5?				X
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5?				X
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d.	Disturb any human remains, including those interred outside of formal cemeteries?				X

Discussion:

a. Would the project cause a substantial adverse change in significance of a historical resource as defined in California Environmental Quality Act (CEQA) Section 15064.5?

No Impact. The dredged material disposal option at the Cabrillo Shallow Water Habitat overlies an area that was surveyed for the 1992 Deep Draft Navigation Improvements Project EIS/EIR. No historical resources were identified. The area proposed for expansion of Pier 300 was surveyed for the 2000 Channel Deepening Project SEIS/SEIR. No historical resources were identified. Berth dredging, additional disposal activities, and reasonably foreseeable uses of landfills are not anticipated to impact any historical resources. This issue will be addressed in the SEIS/SEIR.

b. Would the project cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?

No Impact. The dredged material disposal option at the Cabrillo Shallow Water Habitat overlies an area that was surveyed for the 1992 Deep Draft Navigation Improvements Project EIS/EIR. No archaeological resources were identified. The area proposed for expansion of Pier 300 was surveyed for the 2000 Channel Deepening Project SEIS/SEIR. No archaeological resources were identified. Therefore, no new significant impacts to archaeological resources are anticipated. This issue will not be addressed in the SEIS/SEIR.

c. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. The dredged material disposal option at the Cabrillo Shallow Water Habitat overlies and area that was surveyed for the 1992 Deep Draft Navigation Improvements Project EIS/EIR. No paleontological resources were identified. The area proposed for expansion of Pier 300 was surveyed for the 2000 Channel Deepening Project SEIS/SEIR. No paleontological resources were identified. Therefore, no new significant impacts to paleontological resources are anticipated. This issue will not be addressed in the SEIS/SEIR.

d. Would the project disturb any human remains, including those interred outside of formal cemeteries?

No Impact. The dredged material disposal option at the Cabrillo Shallow Water Habitat overlies an area that was surveyed for the 1992 Deep Draft Navigation Improvements Project EIS/EIR. No sources of human remains were identified. The area proposed for expansion of Pier 300 was surveyed for the 2000 Channel Deepening Project SEIS/SEIR. No sources of human remains were identified. Proposed construction and disposal activities are not expected to yield human remains. This issue will not be addressed in the SEIS/SEIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI.	**GEOLOGY AND SOILS.** Would the project:				
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	X			
	ii. Strong seismic groundshaking?	X			
	iii. Seismic-related ground failure, including liquefaction?	X			
	iv. Landslides?				X
b.	Result in substantial soil erosion or the loss of topsoil?			X	
c.	Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	X			
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	X			
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?				X

Discussion:

a. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Potentially Significant. The Los Angeles Basin, including the harbor, is an area of known seismic activity. Active and potentially active strands of the Palos Verdes fault underlie the area. The exposure of people to fault rupture is a potential risk with or without any project undertaken in the harbor. Dredging in the vicinity of various berths will not affect the landside structures. However, reasonably foreseeable use of the Berth 243-245 landfill could include construction of a warehouse or transit shed. While all grading and construction of project features would be done in compliance with the most up-to-date building codes, which would minimize potential impacts to the greatest degree feasible, following building codes cannot constitute a guarantee from structural failure. The exposure of people to fault rupture is a potential risk with or without any project undertaken in the harbor. This issue will be addressed in the SEIS/SEIR.

ii) Strong seismic groundshaking?

Potential Significant Impact. Several principal active faults lie within 25 miles of the proposed project. These include the Palos Verdes, Newport-Inglewood, Elysian Park, Whittier-Elsinore, and Santa Monica-Raymond faults. These faults are capable of producing ground movements of a maximum moment magnitude 6.6–7.1 (Jones & Stokes 2003). Faults such as these are typical of southern California and it is reasonable to expect a strong ground motion seismic event during the lifetime of any proposed project in the region. Risk of seismic hazards, such as seismic groundshaking, cannot be avoided. As discussed above, reasonably foreseeable use of Berth 243-245 could result in construction of new structures. This issue will be addressed in the SEIS/SEIR.

iii) Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. The project is within an area where historic occurrence of liquefaction, or local geological, geotechnical, and groundwater conditions, indicate a potential for permanent ground displacements (City of Los Angeles 1996**{** TC "City of Los Angeles 1996" \f C \l "1" **}**). Liquefaction could occur in the vicinity of one of the landfills proposed as part of this project, and during likely future operations could result in the exposure of persons or new structures to ground failure. This issue will be addressed in the SEIS/SEIR.

iv) Landslides?

No Impact. The topography of the proposed fill sites would be flat. As identified in the Safety Element of the Los Angeles General Plan, the project area is not within the landslide inventory (City of Los Angeles 1996**{** TC "City of Los Angeles 1996" \f C \l "1" **}**). This issue will not be addressed in the SEIS/SEIR.

b. Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Following completion of fill activities, there is a potential for soil erosion from the various landfill sites. These sites would be subject to fugitive dust and stormwater runoff management requirements of regulatory agencies. This issue will be addressed in the SEIS/SEIR.

c. Is the project located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslides, lateral spreading, subsidence, liquefaction, or collapse?

Potentially Significant Impact. Los Angeles Harbor is located in an area designated as "Areas Susceptible to Liquefaction" by the Los Angeles General Plan (City of Los Angeles 1996)**{** TC "City of Los Angeles 1996)" \f C \l "1" **}**. New structures constructed as part of reasonably foreseeable use of landfills could be at risk. This issue will be addressed in the SEIS/SEIR.

d. Is the project located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Potentially Significant Impact. Expansive soil may be present in the project area. These soils can significantly impact building foundations and associated structures. New structures constructed as part of reasonably foreseeable use of landfills could be at risk. This issue will be addressed in the SEIS/SEIR.

e. Would the project have soils that are incapable of supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Los Angeles Department of Public Works Bureau of Sanitation provides sewer service to all areas within its jurisdiction, including the harbor area. This issue will not be addressed in the SEIS/SEIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII.	**HAZARDS AND HAZARDOUS MATERIALS.** Would the projects:				
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c.	Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school?				X
d.	Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e.	Be located within an airport land use plan area or, where such a plan has not been adopted, be within 2 miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area?				X
f.	Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area?				X
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h.	Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

Discussion:

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Potential short-term hazards would include construction activities involving the transport of fuels, lubricating fluids, solvents, and other potentially hazardous material to the project area. Similar materials could be stored on site during operation of future terminals at landfills. All hazardous materials are required to be stored, handled, and disposed of in accordance with local, county, and state laws that protect public safety. Adherence to these regulations would minimize the potential for hazardous materials impacts to occur. This issue will be addressed in the SEIS/SEIR.

b. Would the project create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?

Less Than Significant Impact. Hazardous material may be present at the various sites during project activities, including materials brought to the site for routine maintenance activities related to construction equipment. Hazardous material could also be present during operation of future terminal at landfills. Implementation of appropriate emergency response plans and adherence to all safety and hazardous materials regulations will minimize potential impacts. Health and safety plans would be required for construction activities. These plans have been implemented successfully during current project operations. The proposed project is not expected to significantly increase the potential hazard to the public or the environment beyond that identified in the 2000 Channel Deepening SEIS/SEIR. This issue will be addressed in the SEIS/SEIR.

c. Would the project emit hazardous emissions or handle hazardous materials or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school?

No Impact. The Port is adjacent to the Los Angeles Unified School District Local District K. District K includes the adjacent communities of San Pedro and Wilmington. The nearest school is Cabrillo Elementary School approximately one mile to the west of the Port in San Pedro. The project sites are not within 0.25 miles of an existing school. This issue will not be addressed in the SEIS/SEIR.

d. Is the project located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. No sites within the current project area are listed pursuant to Government Code Section 65962.5. This issue will not be addressed in the SEIS/SEIR.

e. For projects located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The project area is not located within an airport land use plan or within two miles of a public airport or a public use airport. The closest airport, Torrance Municipal Airport, is approximately 5 miles from the project area. This issue will not be addressed in the SEIS/SEIR.

f. For projects located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. A helicopter-landing pad is currently located at Berth 93E within the Port. The project would not create a safety hazard for people residing or working in the project area. This issue will not be addressed in the SEIS/SEIR.

g. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The proposed project would not interfere with implementation of existing emergency response plans. This issue will not be addressed in the SEIS/SEIR.

h. Would the project expose people or structures to the risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The harbor area is located in an urban environment removed from wildlands. Therefore, no fire hazard related to wildlands is identified. This issue will not be addressed in the SEIS/SEIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII.	**HYDROLOGY AND WATER QUALITY.** Would the project:				
a.	Violate any water quality standards or waste discharge requirements?			X	
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?				X
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or offsite?			X	
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite?				X
e.	Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f.	Otherwise substantially degrade water quality?			X	
g.	Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h.	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?				X

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i.	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j.	Contribute to inundation by seiche, tsunami, or mudflow?	X			

Discussion:

a. Would the project violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. The project could violate water quality standards or waste discharge requirements (WDRs) during berth dredging and additional disposal activities, as a result of accidental release of contaminants from construction equipment, or as a result of uncontrolled site runoff following construction of new landfills or during operation of future terminals at landfills. Discharges into the harbor would be managed in accordance with applicable RWQCB regulations, including WDRs and water quality monitoring during berth dredging and additional disposal as well as compliance with the National Pollutant Discharge Elimination System (NPDES) program to control storm water discharges from any new landfills. As discussed in the 2000 Channel Deepening SEIS/SEIR, extensive water quality monitoring during dredging and filling operations associated with Pier 400 failed to detect substantial adverse impacts to water quality as a result of dredging or disposal activities. No significant impacts are identified. This issue will be addressed in the SEIS/SEIR.

b. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

No Impact. Groundwater in the harbor area has significant saltwater intrusion, and is therefore unsuitable for use as drinking water. The area does not support surface recharge of groundwater and the project will have no affect on existing groundwater conditions. This issue will not be addressed in the SEIS/SEIR.

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or offsite?

Less Than Significant Impact. The proposed project would not alter the course of a stream or river. However, minor changes in the existing drainage patterns in areas adjacent to new landfills could occur. Increased erosion or siltation into the harbor could also occur in conjunction with the new landfills. Adherence to NPDES program requirements, including implementation of Storm Water Pollution Prevention Plans (SWPPPs), which include best management practices, would reduce this impact to a less than significant level. This issue will be addressed in the SEIS/SEIR.

d. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite?

No Impact. As discussed above, surface runoff from the new landfill areas could result in increased erosion and siltation impacts to the harbor. However, this surface runoff is not expected to cause flooding on or offsite. There is nothing associated with the proposed project that would alter the course of a stream or river. This issue will not be addressed in the SEIS/SEIR.

e. Would the project create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. Additional surface runoff could occur from the newly created landfills or during operation of future terminals at landfills. Existing stormwater drainage systems in the vicinity of these fills could be affected, although development for future uses on the new landfills would include extension and/or modification of existing adjacent drainage systems and it is not anticipated that the capacity of these systems would be exceeded. It is also not expected that this runoff would contain elevated levels of pollutants. Adherence to NPDES program requirements, including incorporation of best management practices, would reduce this impact to a less than significant level. This issue will be addressed in the SEIS/SEIR.

f. Would the project otherwise substantially degrade water quality?

Less Than Significant Impact. The proposed berth dredging, removal and capping of contaminated sediment at Consolidated Slip, and additional disposal activities have the potential to degrade harbor and ocean water quality through increased turbidity, contaminant resuspension, introduction of contaminants from construction staging areas, etc. Adherence to NPDES program requirements and waste discharge/monitoring requirements associated with berth dredging, additional disposal activities, and future terminal uses on landfills would

reduce the potential for degradation of water quality. This issue will be addressed in the SEIS/SEIR.

g. Would the project place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The proposed project activities do not involve construction of housing. This issue will not be addressed in the SEIS/SEIR.

h. Would the project place within a 100-year flood hazard area structures that would impede or redirect flood flows?

No Impact. Any structures associated with future use of landfills would be constructed so as not to impede or redirect flood flows. This issue will not be addressed in the SEIS/SEIR.

i. Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam?

No Impact. No dams or levees are located near the project area and no structures will be constructed as part of this project. This issue will not be addressed in the SEIS/SEIR.

j. Would the project contribute to inundation by seiche, tsunami, or mudflow?

Potentially Significant Impact. The topography of the project areas, which is essentially flat, lacks sufficient relief to support a mudflow. The new land areas created in conjunction with the proposed dredged material disposal would be subject, as are existing areas of the harbor, to inundation by a seiche or tsunami. However, construction of the various landfills within the harbor is not anticipated to result in significant impacts related to this potential inundation. Future use of landfills could include construction of structures. Measures to minimize impacts from seiches or tsunamis, such as the Federal breakwater and constructing facilities at adequate elevation, are in place. However, the exposure of people to these hazards is possible. This issue will be addressed in the SEIS/SEIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX.	**LAND USE AND PLANNING.** Would the project:				
a.	Physically divide an established community?				X
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	X			
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Discussion:

a. Would the project physically divide an established community?

No Impact. The Project site is in an area of the Port zoned for heavy industrial use ([Q] M3) (City of Los Angeles, 2001b). Implementation of the proposed project elements would not physically alter residential or commercial areas or physically split the community. No housing units would be displaced. This issue will not be addressed in the SEIS/SEIR.

b. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. A Port Master Plan Amendment would be required for creation of the new landfills, as would a federal Consistency Determination. No land use impacts would result from disposal of dredged material at LA-2 Reasonably foreseeable uses at landfills would be consistent with existing land use plans. This issue will be addressed in the SEIS/SEIR.

c. Would the project conflict with any applicable habitat conservation plan or natural communities' conservation plan?

No Impact. As discussed previously in Section IV(f), Biological Resources, the proposed project area is not included as part of an adopted Habitat Conservation Plan or Natural Communities Conservation Plan. However, the California Least Tern nesting site on Pier 400 is identified as a Significant Ecological Area (SEA) in both the County and City of Los Angeles General Plans. The land used for the nesting site will not be affected by the proposed project modifications. This issue will not be addressed in the SEIS/SEIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X.	**MINERAL RESOURCES.** Would the project:				
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X

Discussion:

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. According to the Division of Mines and Geology, the harbor area is located in a Mineral Resource Zone (MRZ) area classified as "MRZ-1," which is defined as areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence (California Department of Conservation, Division of Mines and Geology, 1994). This issue will not be addressed in the SEIS/SEIR.

b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. As discussed above, no significant mineral resource areas exist within the project area and none are identified in the City of Los Angeles General Plan for this area. No impacts to mineral resources would occur. This issue will not be addressed in the SEIS/SEIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI.	**NOISE.** Would the project:				
a.	Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?			X	
b.	Expose persons to or generate excessive groundborne vibration or groundborne noise levels?			X	
c.	Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
d.	Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e.	Be located within an airport land use plan area, or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?				X
f.	Be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels?				X

Discussion:

a. Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies

Less Than Significant Impact. Berth dredging and additional disposal activities could generate temporary, periodic increases in noise levels in the project vicinities. However, construction activities are not expected to significantly increase noise levels in the vicinity beyond that identified in the 2000 Channel Deepening SEIS/SEIR. Future operations on new landfills could result in increased noise levels above existing conditions. This issue will be addressed on a program level in the SEIS/SEIR.

b. Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Construction activities associated with creation of new landfills could result in a minor amount of groundborne noise levels. Construction activities associated with the proposed project are not expected to significantly increase groundborne vibration or groundborne noise levels beyond that identified in the 2000 Channel Deepening SEIS/SEIR. Future operations on new landfills could result in increased noise above existing levels. This issue will be addressed on a program level in the SEIS/SEIR.

c. Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. Future operations on landfills could result in an increase in ambient noise levels. This issue will be addressed on a program level in the SEIS/SEIR.

d. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. Berth dredging and additional disposal activities could generate temporary or periodic increases in ambient noise levels. These construction activities are not expected to significantly increase noise levels beyond that identified in the 2000 Channel Deepening SEIS/SEIR. This issue will be addressed in the SEIS/SEIR.

e. For projects located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The harbor area is not located within an airport land use plan or within 2 miles of a public airport where such a plan has not been adopted. This issue will not be addressed in the SEIS/SEIR.

f. For projects located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The closest private facility is a helicopter-landing pad located at Berth 93E within the Port. Exposure of people in this vicinity to excessive noise levels is not anticipated. This issue will not be addressed in the SEIS/SEIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII.	**POPULATION AND HOUSING.** Would the project:				
a.	Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?				X
b.	Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?				X
c.	Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?				X

Discussion:

a. Would the project induce substantial population growth in an area, either directly (e.g., by proposing new homes and business) or indirectly (e.g., through extension of roads or other infrastructure)?

No Impact. The proposed project would not directly induce population growth by construction of new homes or businesses or indirectly by extension of supporting infrastructure. This issue will not be addressed in this SEIS/SEIR.

b. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. No housing would be displaced as part of the proposed berth dredging, additional disposal activities, or future uses on landfills. This issue will not be addressed in the SEIS/SEIR.

c. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. No people would be displaced, and it would not be necessary to construct replacement housing. This issue will not be addressed in the SEIS/SEIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII.	**PUBLIC SERVICES.** Would the project:				
a.	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
	Fire protection?			X	
	Police protection?			X	
	Schools?				X
	Parks?				X
	Other public facilities?				X

Discussion:

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

Less Than Significant Impact. The Los Angeles City Fire Department currently provides fire protection and emergency services for the harbor area. No change in level of service or change in response time would result from berth dredging and additional disposal activities. Although expected to be minimal, likely future terminal uses on the new landfills could require additional fire protection. Any development in these areas would be designed with adequate fire protection infrastructure. This issue will be addressed on a program level in the SEIS/SEIR.

Police protection?

Less Than Significant Impact. Police services to the Port of Los Angeles are provided by both the Los Angeles Harbor Department Port Police (Port Police) and the Los Angeles Police Department.

The Port Police is the primary response agency in the port by jurisdictional responsibility and is responsible for operations within the port's property boundaries. Although expected to be minimal, likely future terminal uses on the new landfills could require additional police protection. This issue will be addressed on a program level in the SEIS/SEIR.

Schools?

No Impact. The proposed project would not involve residential development that would increase the needs for school facilities. This issue will not be addressed in the SEIS/SEIR.

Parks?

No Impact. The proposed project would not involve any parks, or residential development that would create a need for new parks. This issue will not be addressed in the SEIS/SEIR.

Other public facilities?

No Impact. The proposed project would not require construction of any other public facilities. This issue will not be addressed in the SEIS/SEIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV.	**RECREATION.** Would the project:				
a.	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	X			
b.	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?			X	

Discussion:

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Potentially Significant Impact. Expansion of the Cabrillo Shallow Water Habitat would temporarily displace recreational boaters and sport fishermen that use the area. The creation of a nesting island within the Cabrillo Shallow Water Habitat would permanently remove fishable waters. This issue will be addressed in the SEIS/SEIR.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

Less Than Significant Impact. The proposed project would not increase the need for recreational facilities. However, existing recreational activities within the harbor, including boating, fishing, and recreational water sports in the Cabrillo Beach area, could be affected by berth dredging and additional disposal activities. Recreational boaters located in marinas in Consolidated Slip could be temporarily affected by removal and capping of contaminated sediment. Temporary inconveniences and restrictions to recreational vessels traveling in and out of the harbor could occur. A number of safety precautions would be implemented to reduce the potential for conflicts. In addition, construction of a bird nesting island within the Cabrillo Shallow Water Habitat would reduce the amount of shallow water area available for recreational purposes. This issue will be addressed in the SEIS/SEIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV.	**TRANSPORTATION/TRAFFIC.** Would the project:				
a.	Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	X			
b.	Cause, either individually or cumulatively, exceedance of a level-of-service standard established by the county congestion management agency for designated roads or highways?	X			
c.	Result in a change in vessel traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	X			
d.	Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections), or incompatible uses (e.g., farm equipment)?				X
e.	Result in inadequate emergency access?				X
f.	Result in inadequate parking capacity?	X			
g.	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

Discussion:

a. Would the project cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?

Potentially Significant Impact. Increased vehicular movement would be minimal during berth dredging and additional disposal operations. Construction equipment would be the same equipment currently onsite. Workers would be the same workers currently onsite, although they would commute to the site for a slightly longer overall period of time.

Construction activities are not expected to significantly increase the traffic load beyond that identified in the 2000 Channel Deepening SEIS/SEIR. Future operations on new landfills could result in increased vehicular movement. This issue will be addressed at a program level in the SEIS/SEIR.

b. Would the project exceed, either individually or cumulatively, a level-of-service standard established by the county congestion management agency for designated roads or highways?

Potentially Significant Impact. Increased traffic during construction would be minimal. Future operations on new landfills could result in increase vehicular movement. This issue will be addressed at a program level in the SEIS/SEIR.

c. Would the project result in a change in vessel traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Potentially Significant Impact. The project involves dredging at various berth locations and additional disposal of dredged material at various fill locations within the harbor. Dredging equipment could potentially restrict vessel movement within the harbor; however, all equipment would be highly visible and well-marked in accordance with U. S. Coast Guard regulations. This type of construction activity is routinely conducted in the Port and techniques have been developed to minimize impacts on vessel traffic. Construction activities are not expected to significantly increase vessel traffic or change vessel traffic patterns beyond that identified in the 2000 Channel Deepening SEIS/SEIR, with the exception of the alternative disposal option for creating 40 acres of new land within the Pier 400 Submerged Storage Site. Filling in additional outer harbor area would alter vessel traffic patterns. Creation of a nesting island in the Cabrillo Shallow Water Habitat would affect the movement of recreational boats. Dredged material disposal would be accomplished either through use of a hydraulic dredge pipe or barges towed by tugboats transporting material from the dredge site to the disposal location. Standard aids to navigation would be implemented to reduce impacts from disposal activities on vessel transportation. A change in vessel traffic patterns could occur in conjunction with future terminal uses on new landfills. Vessel traffic impacts will be addressed in the SEIS/SEIR.

d. Would the project substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The proposed project elements would not result in an increased hazard to a design feature nor introduce any incompatible uses to the area. This issue will not be addressed in the SEIS/SEIR.

e. Would the project result in inadequate emergency access?

No Impact. Traffic control plans have been developed to maintain adequate emergency access to all surrounding facilities during construction activities in conjunction with the

current Channel Deepening Project. These plans will be modified to maintain adequate emergency access during the additional proposed construction activities, as well as access to the new landfill sites following completion of construction. Future development of the landfill sites would accommodate emergency vehicle access. This issue will not be addressed in the SEIS/SEIR.

f. Would the project result in inadequate parking capacity?

Potentially Significant Impact. Construction equipment would be the same equipment currently onsite. Workers would be the same workers currently onsite. No additional construction parking would be required, as adequate parking has already been provided. Required parking would be needed for a slightly longer period during construction. Additional parking may be required as a result of future uses on the landfill sites. This issue will be addressed on a program level in the SEIS/SEIR.

g. Would the project conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

No Impact. The proposed project activities would not conflict with adopted policies supporting alternative transportation. No barriers to pedestrian or bicycle circulation would occur. This issue will not be addressed in the SEIS/SEIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI.	**UTILITIES AND SERVICE SYSTEMS.** Would the project:				
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?			X	
e.	Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the projected demand of the project in addition to the provider's existing commitments?			X	
f.	Be served by a landfill with sufficient permitted capacity to accommodate the solid waste disposal needs of the project?				X
g.	Comply with federal, state, and local statutes and regulations related to solid waste?				X

Discussion:

a. Would the project exceed wastewater treatment requirements of the applicable regional water quality control board?

Less Than Significant Impact. As discussed in Section VIII, any wastewater generated during berth dredging and additional disposal activities would be subject to NPDES permit requirements and/or Waste Discharge Requirements from the Regional Water Quality Control Board. Future uses on new landfills would also be subject to applicable NPDES

permit requirements with regard to wastewater treatment. This issue will be addressed on a program level in the SEIS/SEIR.

b. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. Existing water and sewer systems may need to be altered to accommodate additional water and sewer needs in conjunction with future development of landfill sites. It is not anticipated that new facilities would be required. This issue will be addressed on a on a program level in the SEIS/SEIR.

c. Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. During construction activities, storm water controls would need to be put in place to reduce runoff of sediment into the harbor. Modifications and/or expansion of existing stormwater drainage facilities would be required in conjunction with development of future uses on landfills. This issue will be addressed on a program level in the SEIS/SEIR.

d. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact. During construction of new landfills, water may be needed for dust control; however, the amount anticipated to be required could be supplied by the existing sources. Future uses on landfills may require minor modifications to existing water distribution systems. This issue will be addressed on a program level in the SEIS/SEIR.

e. Has the wastewater treatment provider, which serves or may serve the project, determined that it has adequate capacity to serve the projected demand of the project in addition to the provider's existing commitments?

Less Than Significant Impact. Future terminal operations on landfills could result in minor increases in wastewater treatment service requirements. This issue will be addressed on a program level in the SEIS/SEIR.

f. Is the project served by a landfill with sufficient permitted capacity to accommodate the solid waste disposal needs of the project?

No Impact. The Los Angeles Bureau of Sanitation and private waste management services provide solid waste collection and disposal services within the project's area. Non-hazardous solid waste is transported to an approved Class III (non-hazardous waste) landfill. Hazardous materials are hauled to an appropriate Class I landfill. The closest Class I landfill is the

Kettleman Hills facility in Kings County, which has capacity limitations since it is currently the only such facility operating in Southern California.

Solid waste from the project would be disposed of in facilities either within the City of Los Angeles or other non-Los Angeles County Sanitation District facilities. During construction, the Port, construction/demolition debris will be recycled whenever possible. No significant increase in landfill waste generation during construction or future terminal operation activities is anticipated. This issue will not be addressed in the SEIS/SEIR.

g. Would the project comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. The proposed project would comply with all federal, state, and local regulations pertaining to the disposal of solid waste, including Chapter VI, Article 6, Garbage, Refuse Collection, of the City of Los Angeles Municipal Code; Part 13, Title 42, Public Health and Welfare, of the California Health and Safety Code; and Chapter 39, Solid Waste Disposal. The proposed project would also comply with the California Solid Waste Management Act (AB939), which requires each city in the state to divert at least 50% of their solid waste from landfill disposal through source reduction, recycling, and composting. Most construction debris is crushed and reused for other construction projects in the Port. No impacts related to solid waste disposal are identified. This issue will not be addressed in the SEIS/SEIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII.	**MANDATORY FINDINGS OF SIGNIFICANCE.**				
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	X			
b.	Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	X			
c.	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	X			

Discussion:

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact. The proposed berth dredging and additional disposal activities have the potential to impact fish and wildlife species and their habitat, including the endangered California least tern. Potential impacts will be evaluated in the SEIS/SEIR and, where feasible, measures will be identified to mitigate these impacts.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Potentially Significant Impact. The proposed project could result in cumulatively considerable impacts. Several other development projects are currently under construction, are planned, or have recently been completed in the vicinity of the proposed project. Impacts from the combination of construction and operation of these facilities may be cumulatively significant. Cumulative impacts will be addressed in the SEIS/SEIR.

c. Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. The proposed project could result in adverse effects on human beings associated with air quality and/or noise. Incorporation of mitigation measures would minimize potential adverse effects on human beings to the extent feasible. These potential effects will be evaluated in the SEIS/SEIR.

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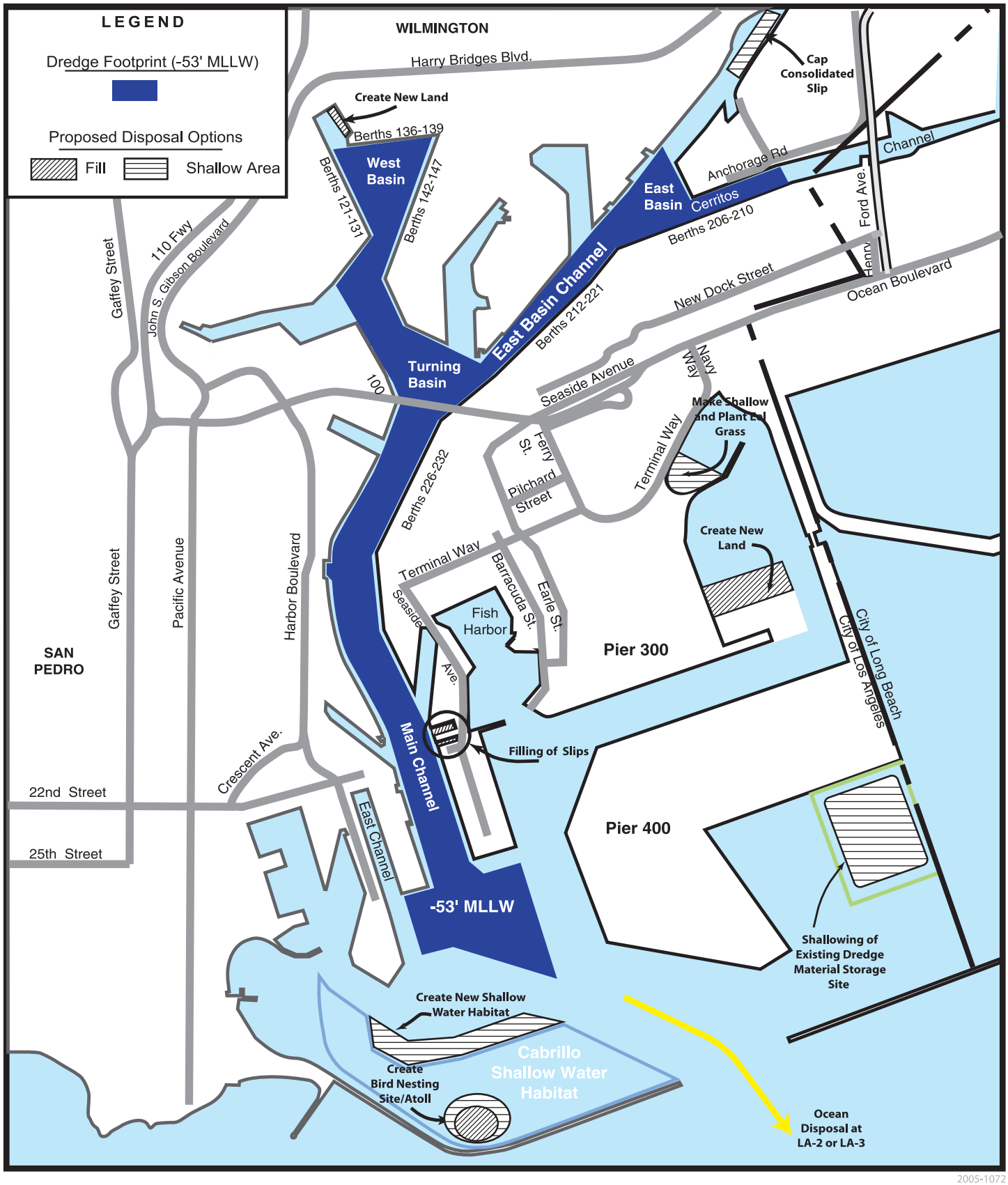
U.S. Army Corps of Engineers

Figure 1. Regional Location
Port of Los Angeles
Channel Deepening Project
Additional Disposal Capacity



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THE PORT OF LOS ANGELES

Figure 2. Disposal Sites
Port of Los Angeles
Channel Deepening Project
Additional Disposal Capacity